

# Taylorsville Road Area \ Urton Lane Study

## Executive Summary

May 2007

In 2007 Louisville Metro initiated a transportation and land use study for the Taylorsville Road area bound by I-265 in the east, I-64 in the north, south of KY 155 in the south, and Blackacre and Blankenbaker Parkway to the west. Along KY 155 there are six proposed developments located between Tucker Station Road and I-265. The rapid pace of development coupled with the lack of a known location for the proposed Urton Lane Extension, prompted Louisville Metro City Council to place the developments on a temporary hold until the completion of this planning study.

### What Is the Scope of This Study?

The three main areas addressed in this planning study are Land Use and Form Districts, the Urton Lane Extension, and other transportation projects.

### What Was the Planning Process?

The planning process was governed by a Steering Committee made up of local governmental agencies, and included one public meeting on May 7, 2007. In addition, numerous meetings were held with Metro Public Works and Planning and Design staff, and various interested parties.

### What Are the Recommendations?

For Land Use, the objective was to determine whether the Form Districts should be changed. Based on 1) the existing density of development, 2) the proposed location of the Urton Lane Extension, and 3) the spacing of Town Center Form Districts around Eastern Jefferson County, it is recommended that the Form District be changed from Neighborhood to Town Center in the following area: along Taylorsville Road from Tyler Retail Drive (i.e., west of Kroger) east to I-265, and north to the railroad track to include Saint Michael Church and their planned expansion west, and the proposed Tyler Retail #2 and Icon developments.

For the Urton Lane Expansion, from the railroad tracks north the recommendation is to follow Alternative "A," which is generally parallel and in proximity to I-265; and from the railroad tracks south to follow Alternative "B" with the following key elements:

- Termini: KY 155 at Stone Lakes Drive in the south, and the railroad track crossing adjacent to I-265 in the north.

- Alignment: Louisville Metro shall resolve the alignment between these termini by seeking agreement of the developers of the properties it would traverse (Tyler Retail #2 and Icon) and Saint Michael Church. Also, it ~~shall must~~ comply with the following guiding principles:

- 1) The design must have acceptable geometry for a 35-mile-per-hour design speed.
- 2) The design must be compatible with the Louisville Metro Complete Streets policy for a Minor Arterial in a Town Center, including bicycle and pedestrian facilities. Louisville Metro will work with all affected parties to reduce impact to property values by minimizing the right-of-way required to adequately design the road.
- 3) Prior to Louisville Metro approval of any changes in land use or road construction, traffic studies demonstrating the functionality of the proposed street network must be prepared. These studies shall demonstrate acceptable functionality for all uses in the area prior to approval by Louisville Metro.
- 4) Buffering from Saint Michael church and school must be provided by landscaping and/or transitional land uses.
- 5) Safe and efficient access to Saint Michael, Tyler Retail, and future developments must be provided. An alternate access for Saint Michael from the North end of their property onto Urton Lane is recommended.
- 6) Coordination between Louisville Metro, Tyler Retail, Saint Michael, and the two proposed developments must be maintained in an effort to create a mutually beneficial plan. ~~Saint Michael shall not bear any expense.~~
- 7) Rehl Road/I-265 interchange or other road connections providing for dispersal of business park traffic should be completed before the Norfolk-Southern Railroad overpass is built.

### What About Other Transportation Projects?

Access management along Taylorsville Road between I-265 and Stone Lakes Drive is addressed in this study. This issue was coordinated with KYTC. ~~In summary,~~ it is proposed that no left-turns be permitted onto KY

# **Taylorsville Road Area \ Urton Lane Study**

## **Executive Summary**

May 2007

155 from either side of KY 155. Instead, rights-in and rights-out should be permitted, for both the North and South side of KY 155 with one left-in from KY 155 to Hopewell Drive.

~~One proposed option is a new road between Stone Lakes Drive and Tucker Station Road, either as part of the Urton Lane Extension or a separate project. Because of use of and impacts to the Robert Tyler Historic Site, federal funds can not be used for this option.~~